

CITY OF VANCOUVERSPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Wednesday, November 12, 1975, in the No. 1 Committee Room, third floor, City Hall, commencing at 2:00 p.m.

PRESENT: Mayor Phillips
Aldermen Bird, Bowers, Boyce, Cowie, Kennedy,
Marzari, Sweeney and Volrich

ABSENT: Alderman Harcourt
Alderman Rankin

CLERK TO THE COUNCIL: M. Kinsella

COMMITTEE OF THE WHOLE

MOVED by Ald. Sweeney,
SECONDED by Ald. Bird,

THAT this Council resolve itself into Committee of the Whole, Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY

1. Police Parking - City-owned
Lot bounded by Jackson, Dunlevy,
Keefer and Pender Streets

Council on September 16, 1975, approved the use of the above City-owned site for police parking subject to a number of conditions. One of these conditions was:

"The use of the lot for parking be subject to cancellation on 30 days' notice."

The Director of Legal Services requested consideration of amendment to Council's resolution of September 16th, by deleting condition (d) set forth above and substituting the following therefor:

"That the use of the lot for parking be subject to cancellation forthwith upon Council commencing or permitting the commencement of development of the lot for other purposes."

MOVED by Ald. Cowie,

THAT Council's resolution of September 16, 1975, with respect to the use of the site bounded by Jackson, Dunlevy, Keefer and Pender Streets for temporary parking for police force employees, be amended by deleting condition (d) and substituting the following therefor:

"(d) That the use of the lot for parking be subject to cancellation forthwith upon Council commencing or permitting the commencement of development of the lot for other purposes."

- CARRIED UNANIMOUSLY

2. Observance of Remembrance Day
by Commercial Establishments

The following Notice of Motion submitted by Alderman Volrich, was recognized by the Chair:

MOVED by Ald. Volrich,

THAT WHEREAS Remembrance Day is the day which the Nation recognizes those who lost their lives in the defence of their Country;

AND WHEREAS it is befitting that this day be strictly observed;

cont'd....

Observance of Remembrance Day by Commercial Establishment (cont'd)

AND WHEREAS certain commercial establishments in the City of Vancouver remained open on last Remembrance Day in contravention of the observance of this day and in violation of the provisions of the Vancouver Charter;

THEREFORE BE IT RESOLVED THAT the Director of Permits and Licenses consult with the Crown Counsel on the laying of charges against those establishments which violated the observance of Remembrance Day.

(Notice)

3. Truck Transportation in Vancouver

Mr. W.H. Curtis, City Engineer, with the aid of several large maps, presented a report reference on the Manager's report dated November 5, 1975, on truck transportation. (Copy of the full report is on file in the City Clerk's Office).

The report concluded with the following recommendations:

"LONG TERM MEASURES

1. The City continue and expand as necessary its involvement in:
 - (a) the Federal-City trucking study and pursue long-term solutions deriving therefrom in the form of terminal consolidation and other measures;
 - (b) rail rationalization investigations;
 - (c) current programs and research in the areas of air and noise pollution related to trucks (current propane fleet 15 trucks and 5 sweepers);
 - (d) noise by-law changes;
 - (e) developing a truck route between the Downtown and the Second Narrows Bridge, serving the north shore of Burrard Inlet. This is a G.V.R.D. suggestion.

SHORT TERM MEASURES

2. The proposal to concentrate truck routes and to rezone these to commercial land use not be pursued. This is also the opinion of the Director of Planning.
3. The proposal to control truck noise through time controls on a large scale - not be pursued.
4. The existing truck route system shown on Diagrams III and IIIA be revised as shown on those diagrams, retaining the present philosophy of dispersed trucking (on designated truck routes), which minimizes truck miles in the city and, therefore, detrimental environmental impact.
5. The Director of Legal Services be directed to prepare the necessary by-law changes for Recommendation 4.
6. The Engineering Department be directed to continue working with the Harbours Board towards the development of Commissioner Street as a peripheral truck route.
7. The City pursue the matter of the construction of the Powell Street overpass at Clark Drive in such a way that the existing important truck and vehicular movements intersecting at that location will not be detrimentally affected.

cont'd....

Truck Transportation in Vancouver (cont'd)

8. The City Engineer be instructed to carry out a more detailed design and prepare a submission to the Federal Government under the Urban Commuter Assistance Program for cost sharing of the Great Northern Cut proposal. This would include a combined truck route and some form of fastbus route. This will require consultation with the Bureau of Transit and the G.V.R.D. relative to possible joint use as an L.R.T. corridor currently under study by the G.V.R.D.
9. Marine Drive-Boundary Road by pass of the South Slope should be designed and constructed at a cost of \$275,000. If Council decides to proceed with this proposal, the Director of Finance has stated the funds should come from 1976 Supplementary Capital Budget.
10. If Council decide to proceed with the Marine Drive-Boundary Road bypass, then the City Engineer be authorized to seek agreement with Burnaby on the physical aspects of the proposal. The City Manager is already discussing cost sharing on Boundary Road in general.
11. North and South Kent should be developed as an industrial street and relief of South East Marine Drive. If so, the recent decision that South Kent should now be a discontinuous street will require changing and a program of property acquisition (presently 80 percent complete) should be continued.
12. Council decide whether the Boundary Road-Vanness railroad overpass should be reconstructed at a cost of about \$150,000 so that Boundary Road in that section could become a major truck route, thereby permitting the removal of Joyce Street from the truck route system. If so, the City Engineer be instructed to carry out more detailed investigation of the most effective way in which the Boundary Road-Vanness railroad overpass can be reconstructed, for report back. If approved, the Director of Finance states that funds should come from the 1976 Supplementary Capital Budget.
13. In order to make the proposed truck system more effective and to improve enforcement, the City Engineer be instructed to carry out a signing program of the truck system at a cost of \$35,000 to be derived from the 1976 Engineering Department Revenue Budget."

It was agreed to defer consideration of the above recommendations to an evening meeting of Council on November 25, 1975.

4. Vanterm Truck Traffic

Vancouver City Council at its meeting on October 21, 1975, after hearing a number of delegations on the topic of truck transit problems and the new Varterm container facility, resolved

"THAT the Mayor and a special committee of Council seek an immediate meeting, to which all Members of Council will be invited, with the Hon. R. Basford, the National Harbours Board and Local Members of Parliament to discuss the concerns generated by the Vanterm operation."

"THAT the National Harbours Board and the responsible Federal Minister be requested to immediately delay commencement of the Vanterm operation until appropriate meetings have been held to resolve the issues."

Vanterm Truck Traffic (cont'd)

Appearing before Council this day was a delegation which included Port of Vancouver Manager Mr. F.J.N. Spoke; Mr. R.K. Latta, Vanterm Project Manager; Mr. L. Carlyle, Port Engineer; Mr. J.N. Hyland of the Executive Committee of the Port Authority; and Mr. J.A.C. Andrews of N.D. Lea and Associates, Engineers.

During discussion, the delegation stated a significant proportion or approximately 40% of the trucks using Vanterm will be of the small two-axle van type and that in terms of traffic volume, the number of trucks generated by Vanterm when it is fully operational in 1985, will be about the same as now using the Heatley Overpass.

The Port Manager stated the Clark Drive overpass has not been cancelled, but merely postponed and funds will be provided in the Harbours Board's budgets in 1977 and beyond for this project. He stated he strongly supports the City Engineer's contention that the overpass is a necessity.

The delegation stated that the Harbours Board could not contribute directly to the Burlington Northern "Cut" truck route but there have been discussions involving the Port, Harbours Board and the City Engineering Department on the reconstruction of Commissioner Street as a truck route to Vanterm. This project is contingent upon a property exchange with the City.

It was also noted by Council that the City pays in excess of \$500,000 annually, for the maintenance and operation of the City fire boat which protects facilities on National Harbours Board property and the City may have to discontinue this expensive service. Mr. Spoke agreed a fire boat is a necessity in the Harbour.

There was some agreement that much of the traffic that will be using Vanterm already exists in the City and will merely be re-routed to Vanterm. There could be a reduction, for example, on the number of trucks entering the City via the Knight Street Bridge as a result of Vanterm.

Following discussion, it was

MOVED by Ald. Volrich,

THAT the appropriate Federal Minister be urged by City Council to direct the National Harbours Board to a rapid completion of the Clark Drive overpass of Powell Street and the reconstruction of Commissioner Street as a truck route, both projects to be at the expense of the National Harbours Board.

- CARRIED UNANIMOUSLY

MOVED by Ald. Volrich,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Volrich,
SECONDED by Ald. Sweeney,

THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

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The Council adjourned at approximately 4:20 p.m.

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The foregoing are Minutes of the Special Council Meeting of November 12, 1975, adopted on November 18, 1975.

MAYOR



A handwritten signature in black ink, appearing to read "John D. Eich".

CITY CLERK